

# Regional Snapshot



Chicago Metropolitan  
Agency for Planning

233 S. Wacker Drive, Suite 800  
Chicago, IL 60606

[www.chicagoareapanning.org](http://www.chicagoareapanning.org)

Residents and leaders across the seven counties that make up metropolitan Chicago are expressing increased awareness that the most urgent challenges facing us are highly interconnected. Northeastern Illinois enjoys the status of a global center for commerce, natural resources, recreation, and many other quality-of-life factors, yet many observers point to trends that could seriously erode the livability and prosperity of our region's communities. At or near the top of that list is the congestion that strains our transportation system, which is over-burdened and under-funded. Contributing to traffic woes is a shortage of affordable housing, especially in locations that would let people live nearer to where they work. Increased commute times, in turn, have negative side-effects ranging from the personal (e.g., decreasing the time parents are able to spend with their children) to the universal (e.g., harming the quality of air and water). Each of us depends on a strong local economy, which itself depends on the region as a whole being a place where people want to live and work and where companies want to do business.

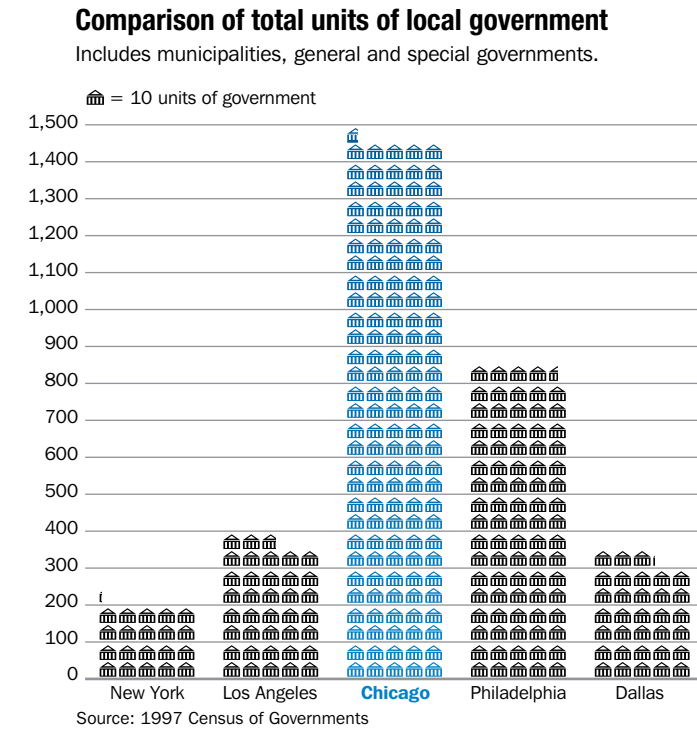
That interconnectedness might be overwhelming to any person or even organization seeking to effect positive changes in the greater metropolitan area. But increasingly, steps have been taken to create mechanisms for cooperation that make it possible -- some say inevitable -- for the region to address its challenges as a whole. Through a process of innovation and integration, we can identify the links between seemingly disparate issues and tackle challenges in concert rather than separately. The consequences of not doing so are unattractive at best, because the big issues described in this document defy simplistic solutions. What the region requires is a comprehensive approach that cuts across traditionally distinct topics and geographies.

Northeastern Illinois certainly does not lack leadership. In fact, its leaders are numerous. From a national standpoint, the region far outstrips all others in the U.S. with regard to the sheer number of units of local government. (See Figure.) This system of representative government is unique in the degree of local control that it affords to our communities. That intensely personalized governance structure has played an important role in the region's growth and prosperity, with mayors and other elected officials who must remain highly responsive to constituents who are literally their close neighbors. But our communities often find themselves competing with one another for jobs and resources, prompting land-use choices that may not reflect a broader view of residents' needs. Infrastructure and other investment decisions may not adequately respond to the broader region's priorities. This flip side of local autonomy means that many opportunities exist for greater collaboration by identifying and pursuing common objectives.

...the Region Responds

Though these challenges are daunting, their mutual dependence means that, when we make progress in one area, positive effects will be seen in other areas – some that are clearly related, and others where the relationships are not as obvious. In other words, there is cause for optimism. One major step toward addressing urgent regional issues was taken when leaders at the local and state levels built a consensus to create the Chicago Metropolitan Agency for Planning. In existence for just over a year now, CMAP aims to transform the way planning is conducted and investment decisions are made across northeastern Illinois. That is an ambitious objective, but what's at stake is the continuing livability of our communities.

The seven counties served by CMAP — Cook, DuPage, Kane, Kendall, Lake, McHenry and Will — face an additional 2 million residents and 1.2 million more jobs by 2030. The metropolitan area has a world-class transportation system that is, nonetheless, in need of improvement. Natural resources are abundant, though under increasing pressure because of the region's growth rate. The agricultural character in parts of northeastern



Illinois remains strong, though farmland is dwindling. The region's eastern border is Lake Michigan, one of the world's largest freshwater resources, but shortages of drinking water are projected in coming years. All of these challenges require a comprehensive approach that builds connections across topic areas and geographical boundaries.

Through the Regional Planning Act of 2005, Governor Rod Blagojevich and the Illinois General Assembly formed CMAP by merging the Northeastern Illinois Planning Commission (NIPC) and the Chicago Area Transportation Study (CATS). Those organizations' current baseline plans –respectively, the 2040 Regional Framework Plan and the 2030 Regional Transportation Plan – have been formally adopted by CMAP, which will now begin preparing the region's first combined, comprehensive plan for land use and transportation.

About the Regional Snapshot

At the very outset of that multi-year effort, this document is meant to depict where the region stands in measurable terms, regarding fundamental issues that will shape our communities in years to come. It builds on the 2040 Plan and the 2030 RTP, but also on numerous publications of CMAP partner organizations. Much good work has been done to quantify the region's status and needs; CMAP's role is to coordinate and enhance activities across those areas while promoting regional priorities. The Regional Snapshot is not intended as an all-encompassing overview of northeastern Illinois. It is instead a short encapsulation of selected data points and trends that shed light on issues that have been identified as priorities in the region.

For consistency when comparing Chicago with U.S. peers, we have selected Dallas, Los Angeles, New York, and Philadelphia, to make up the top five cities in terms of population. For international comparisons, the selected peer group includes Berlin, London, Paris, and Tokyo. Unless noted, these figures refer to metropolitan Chicago as a whole, and to the other cities' broader metropolitan areas, too. Since 2000, the U.S. Census Bureau's current designation for metropolitan regions has been "Core Based Statistical Area," or CBSA. Prior to that, the Census had referred to "Primary Metropolitan Statistical Area," or PMSA.

While CMAP's planning area includes Kendall County, the area traditionally served by NIPC did not. Therefore, data products (e.g., the 2030 forecasts and 2040 Plan) generated previously by the NIPC staff generally do not include Kendall in the sample. CMAP's first round of regional forecasts for population, employment, and other indicators will be the first to cover the full seven-county region.

Metropolitan area challenges

253 million hours a year residents spend in traffic delays

151 million gallons of fuel used each year in traffic jams

\$4 billion spent annually on wasted fuel

80 percent increase in traffic projected in two decades

35 percent boost in housing prices from 2000 to 2004

5 percent growth in household incomes from 2000 to 2004

2 million more people expected in the next 25 years

65 and older population expected to double by 2030

23 townships may suffer water deficits by 2020

Source: Chicago Metropolitan Agency for Planning's Strategic Report on Visioning, Governance, and Funding at [www.chicagoareapanning.org](http://www.chicagoareapanning.org)

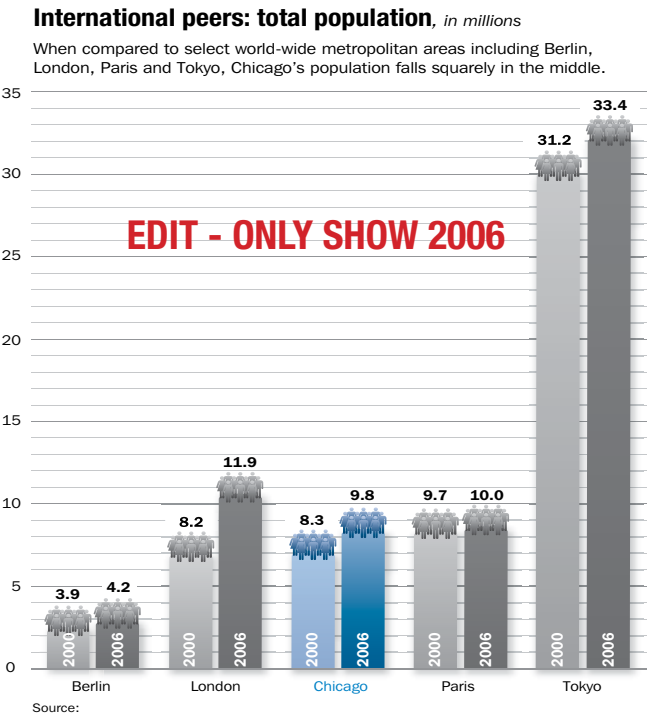
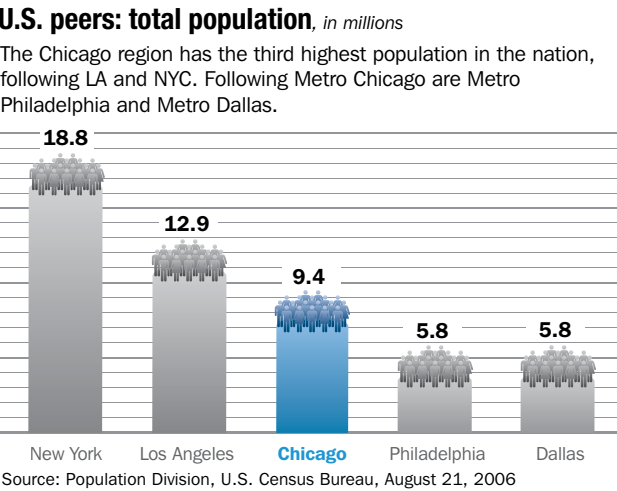




The metropolitan region will face an additional 2 million residents and 1.2 million more jobs by 2030. This poses challenges in terms of infrastructure for transportation, education, wastewater, and other necessities, while potentially straining the capacity of land, water, and housing to accommodate what would represent a population increase of 24.2 percent from the year 2000. Among CMAP’s core functions are to produce the region’s authoritative forecasts of growth in population, employment, and other indicators, and -- equally important -- to build a consensus for action in response to those projections. While such growth has fundamental policy implications that are reflected in the following sections of the Regional Snapshot document, this section on Population and Demographics focuses only on the basic data and analysis.

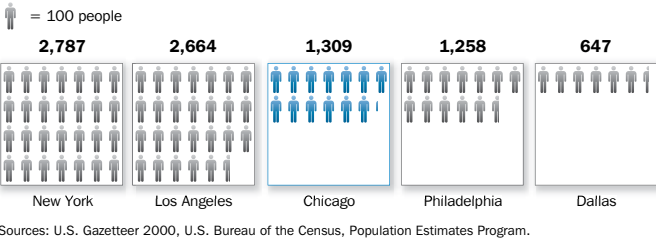
According to the U.S. Census Bureau, northeastern Illinois has the third highest population in the nation, behind New York City and Los Angeles but ahead of Dallas and Philadelphia. Population growth in metropolitan Chicago between 2000 and 2005 ranks in the top half of 933 cities in the U.S. Our population growth falls in the mid-range when compared to a peer group of New York, Los Angeles, Philadelphia, and Dallas. When compared to global metropolitan areas, our growth in recent years has put us on a par with Paris, while we have fallen behind London and especially Tokyo.

The city of Chicago, which is home to more than half of Cook County’s households, had a small estimated population reduction between 2000 and 2005, while many suburban municipalities experienced rapid growth. For the fifth year in a row, for example, the city of Joliet ranked among the 20 fastest-growing among 254 U.S. cities with populations of at least 100,000. Joliet, Aurora (ranked 26th) and Naperville (50th) are among only five places not in either the southern or western U.S. that made the list of 50 fastest-growing cities. Population growth during this period occurred mainly in the outer-ring suburbs, where 24 of the 27 municipalities with populations of at least 10,000 that grew at least 20 percent were located in Kane, Lake, McHenry, and Will.



**U.S. peers: population density**, *number of people per square mile*

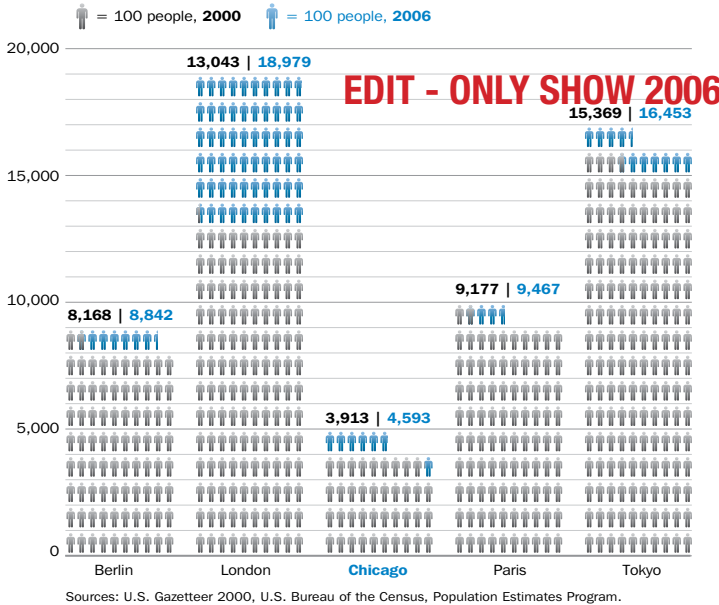
The Chicago region ranks in the top 1% in population density when compared with the other 932 CBSAs in the U.S. It is the least densely populated when compared to the LA and NYC CBSAs.



EDIT - ADJUST NUMBERS

**International peers: urban population density**, *number of people per square mile*

When compared to select world-wide metropolitan areas including Berlin, London, Paris and Tokyo, Chicago’s population density is the lowest of the group.



Graphic to come -  
Population Change by  
County, 1990-2000

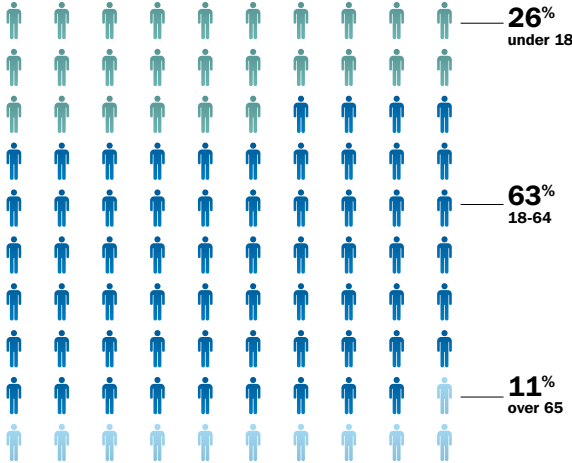


Our region ranks in the top one-percent of population density when compared with the 932 other metropolitan areas of the U.S. Its population is significantly less dense than New York and Los Angeles, but it is comparable to Philadelphia and roughly twice as dense as Dallas. Compared to Berlin, London, Paris, and Tokyo, our region is far less dense.

Median age ranges from a low of 31.5 years in the City of Chicago to a high of 35.2 years in DuPage. Kane’s median age is 32.2 years, and the other counties (including suburban Cook) are just above or below 34 years. Nationally, the top five U.S. metropolitan regions have similarly large proportions of working-age adults, ranging from 62.4 to 64.2 percent.

Age of population by percentage

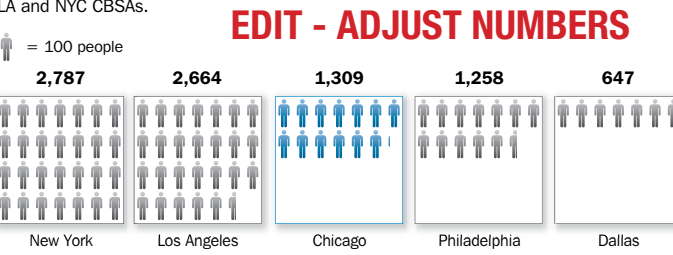
The Chicago region has a relatively young population, including a large working age population.



Source:

U.S. peers: population density, number of people per square mile

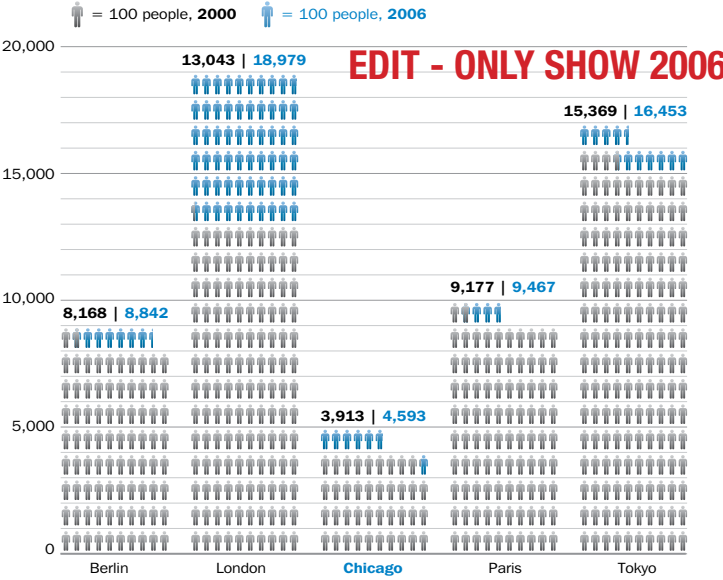
The Chicago region ranks in the top 1% in population density when compared with the other 932 CBSAs in the U.S. It is the least densely populated when compared to the LA and NYC CBSAs.



Sources: U.S. Gazetteer 2000, U.S. Bureau of the Census, Population Estimates Program.

International peers: urban population density, number of people per square mile

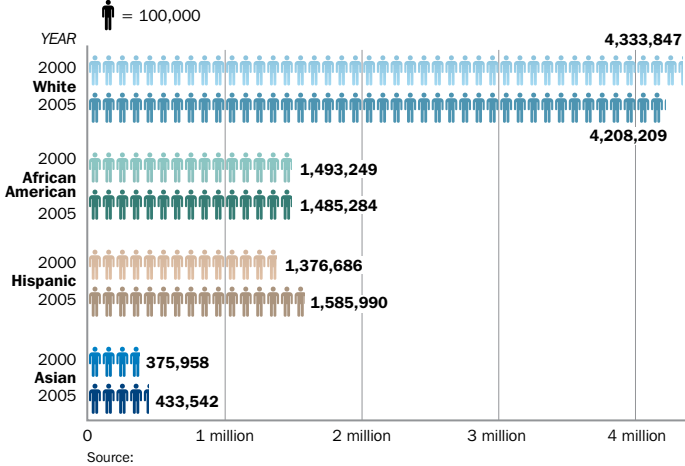
When compared to select world-wide metropolitan areas including Berlin, London, Paris and Tokyo, Chicago’s population density is the lowest of the group.



Sources: U.S. Gazetteer 2000, U.S. Bureau of the Census, Population Estimates Program.

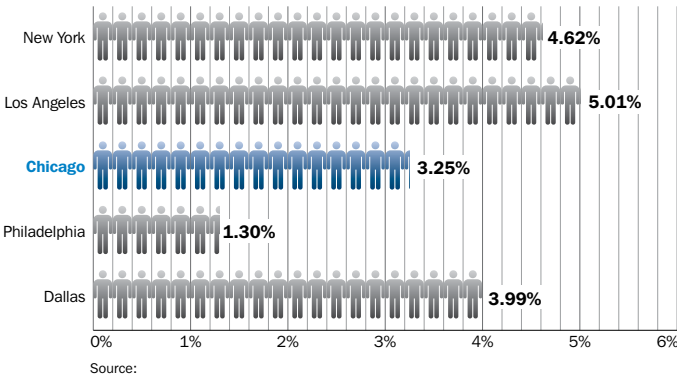
Race and ethnicity growth, CMAP region

(Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will counties)



Percent of population that immigrated from another country, 2000 to 2005

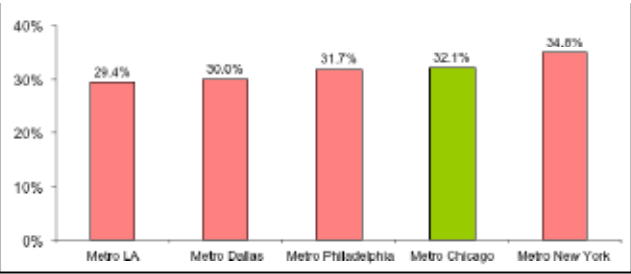
The Chicago region’s share of international immigration between 2000 and 2005 ranks in the top 5% of CBSAs in the nation. When compared with the other 4 largest metro regions, Chicago’s international immigration ranks 2nd to lowest, with Philadelphia reporting only 1.3% international immigration.



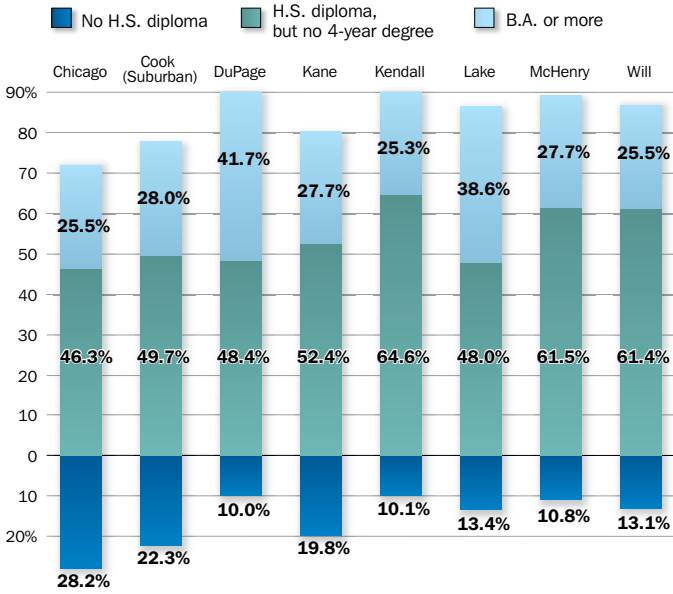
The populations of children and seniors, however, vary greatly. Metropolitan Chicago’s senior population, 10.8 percent, falls midway between Dallas (8.0 percent) and NYC (12.7 percent). Similarly, Metro Chicago’s population of children was 26.4 percent, bounded by 24.4 percent in NYC and 27.8 percent in Dallas.

When compared to New York, Los Angeles, Philadelphia, and Dallas, the metropolitan Chicago had the highest median household income and the lowest percentage of households with incomes below the poverty level as of 1999. According to the 2000 census, metropolitan Chicago ranks in the top 15 percent of U.S. cities in terms of college education rate. When compared with the largest metro regions, we rank second only to metropolitan New York. Within our region, DuPage County has both the smallest proportion of adults without a high school diploma (10 percent) and the largest proportion of adults with at least a bachelor’s degree (42 percent).

Percent of population aged 25 and over with a bachelor’ degree or more

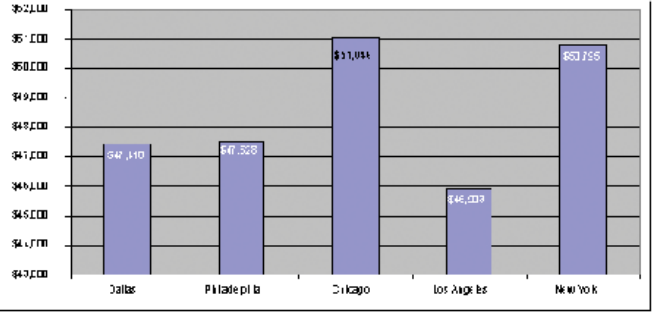


Educational level by county, for persons at least age 25 in 2000

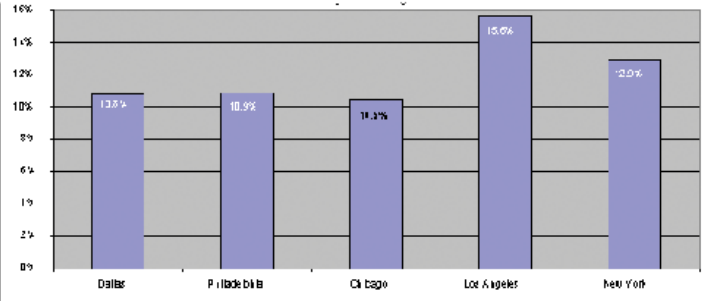


Source:

Median household income by metro region



Percent of total population with incomes below poverty by metro region





Increases in residents and jobs are clearly coming to metropolitan Chicago. Whether that growth will yield true progress is an open question that can only be answered through better, coordinated planning. Land-use modeling and analysis demonstrate that increased population and employment do not have to conflict with preservation and conservation goals, including those of the 2040 Plan.

The most recent inventory of land use in northeastern Illinois includes some hopeful signs. The rate at which farmland is being consumed has slowed somewhat. In 1990, nearly 40 percent of the land was agricultural, which dropped further to 32.4 percent by 2001. Between the years 1990 and 2001, a total of nearly 178,000 acres were converted from “undeveloped” (Agriculture or Vacant/Wetland) to another use. This amounts to 278 square miles, or 7.4 percent of the region. If northeastern Illinois continues its current pattern of decentralized, low-density development, by 2030 an additional 337,000 acres would have to be developed – an area the size of Kane County.

On a positive note, the percentage of land with new construction dropped by more than a half-percent (14,700 acres) from 1990 to 2001. Another significant measure – the number of people per residential acre -- dropped from 11.80 in 1990 to 11.67 in 2001, reflecting consumption of new land that contributes to lowering the region’s overall density of population. That rate of consumption is mitigated somewhat by a concurrent trend toward infill and redevelopment, which emphasizes compact residential areas.

Through the efforts of CMAP partners like Chicago Wilderness and the Openlands Project, our region as a whole has reached a much higher awareness of the need to protect natural assets. Our latest addition is the 19,000-acre Midewin National Tallgrass Prairie, site of the former Joliet Arsenal. According to the current land-use inventory, these assets also include:

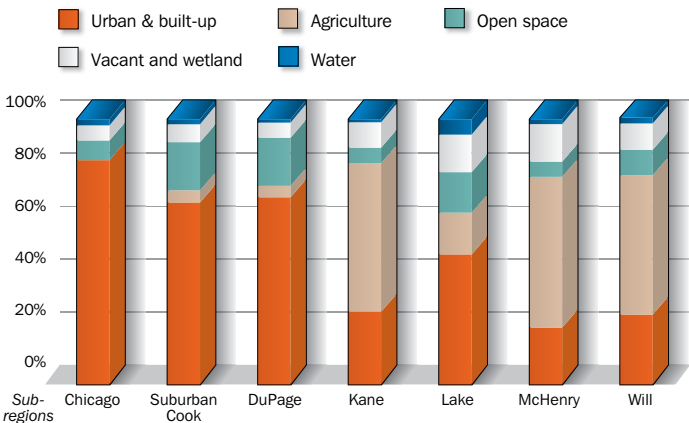
- 75 miles of Lake Michigan shoreline, over half of it in public ownership
- 280 square miles of forest preserves, parks, and other open space, including irreplaceable areas of undisturbed prairie and oak savannah
- 138 square miles of wetlands

To maintain our quality of life, we need open spaces that include forests, prairies, and protected wetlands. And we need to protect our finite water resources, recognizing Lake Michigan as a critical recreational and life-sustaining resource. The region’s prosperity – including its economy – depends on a healthy environment. (SOURCES: 2040 Plan and 2001 Land Use Inventory.

Through technical assistance to communities across the region, CMAP seeks to emphasize green development; infill development and redevelopment within the urbanized area; and compact mixed-use development that will result in more sustainable communities and economic productivity. CMAP will be working with communities using a new Centers Design Tool. This user-friendly, interactive software is designed to help groups think about their community centers and create an action plan to guide them in planning and developing their towns. Stakeholders and local governments need to be aware of the economic benefits of open space and farmland and about the public costs of converting farmland to low-density residential development. Green areas promote health, well-being and enjoyment; active corridors for recreation; and walking and biking connections between destinations and communities.



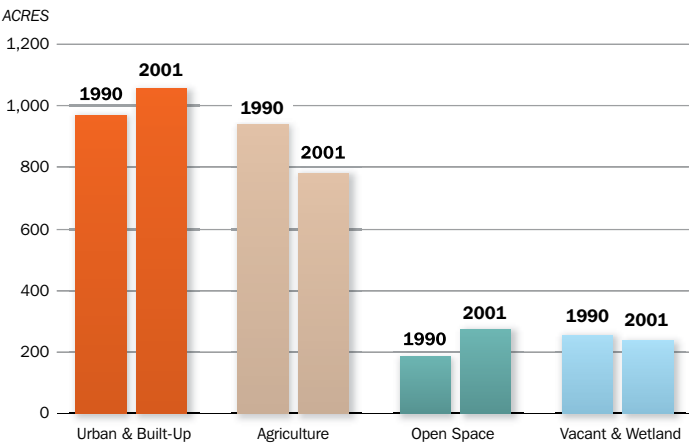
Land use proportions by sub-region



Source: CMAP Data Bulletin: 2001 Land-use Inventory for Northeastern Illinois, September 2006

Regional change in land use, 1990-2001

In thousands of acres



Source: CMAP Data Bulletin: 2001 Land-use Inventory for Northeastern Illinois, September 2006

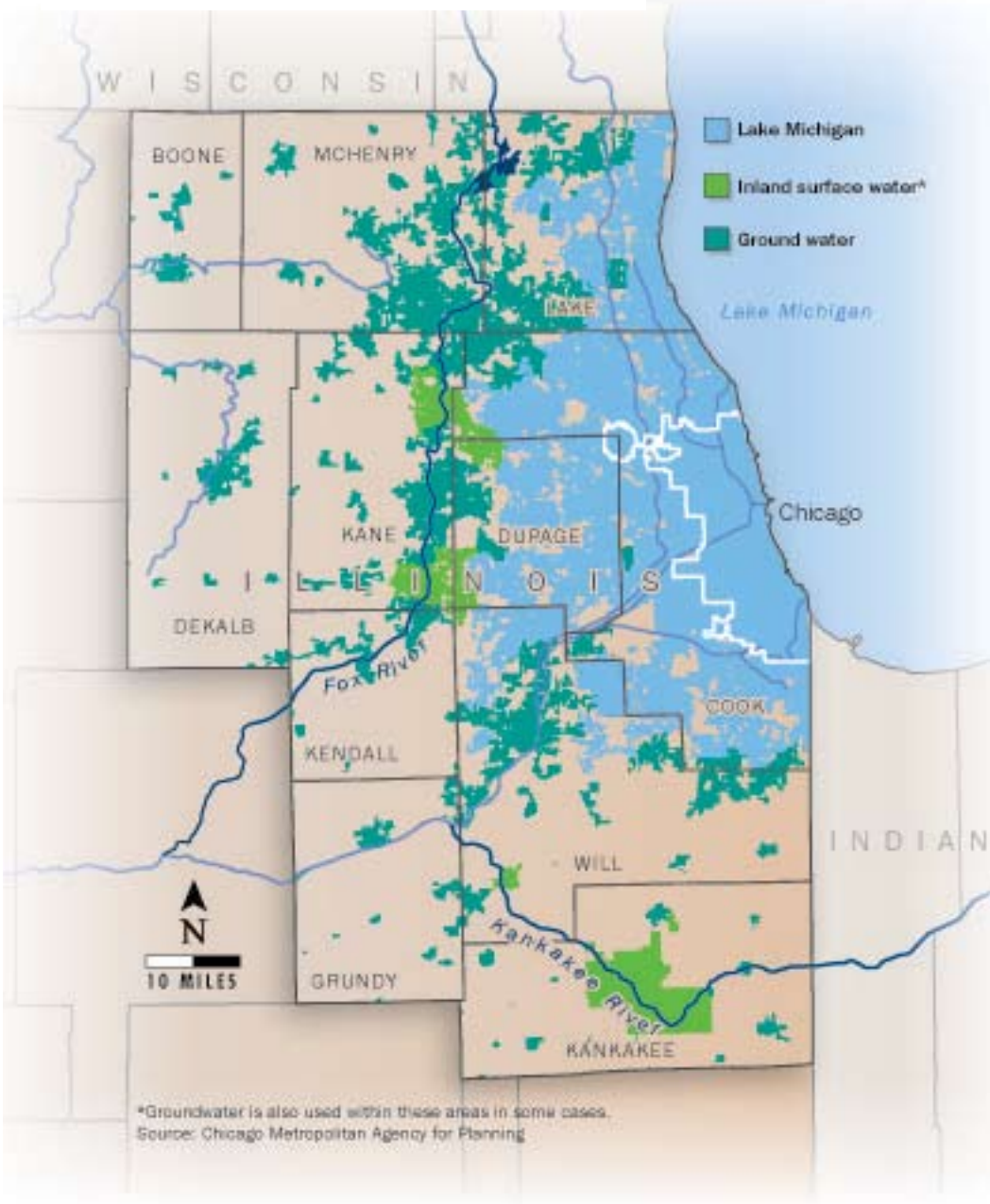
Graphic -  
Additional Land Use Chart  
T.B.D.

One crucial natural resource causes particular concern: Water supply. CMAP has been commissioned by the State of Illinois Department of Natural Resources (DNR) to facilitate water-supply planning for an 11-county area of northern Illinois. This three-year regional initiative is meant to anticipate and address potential water shortages in Boone, Cook, DeKalb, DuPage, Grundy, Kane, Kankakee, Kendall, Lake, McHenry, and Will counties.

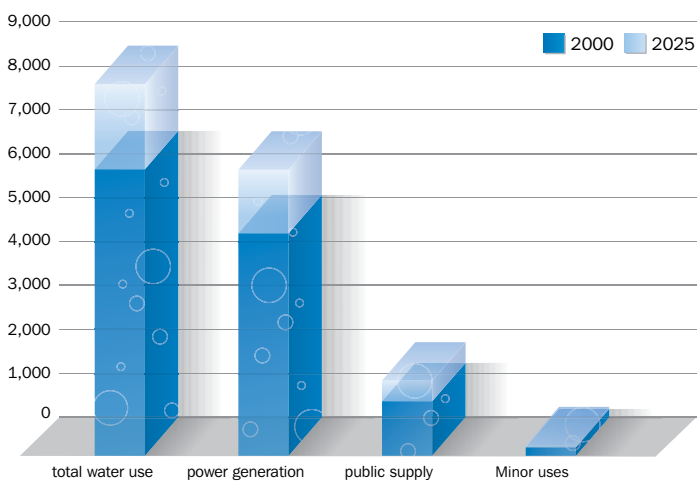
Lake Michigan is one of the world’s largest fresh-water resources, but population forecasts indicate parts of the region may suffer water deficits in coming years. The northern Illinois study will focus on the planning area’s deep bedrock aquifer and the Fox River Basin’s shallow bedrock aquifer. (An aquifer is a body of geologic material that can supply useful quantities of groundwater to natural springs and water wells.)

It is vitally important that our region and the state establish a framework for planning and cooperation now, before water supplies reach a potential crisis stage. To improve communication, coordination, and decision making, CMAP has formed a Regional Water Supply Planning Group (RWSPG) with representation from stakeholder groups from across the region.

Northeastern Illinois water sources



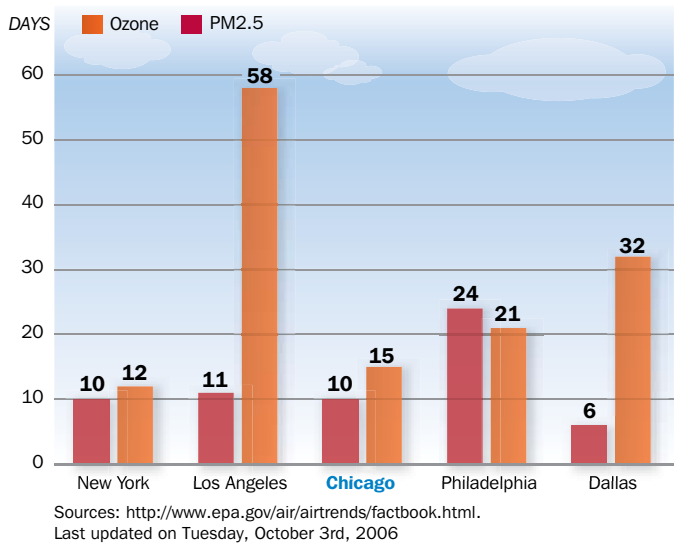
Projected Water Use by Sector, in millions of gallons per day  
11-County Northeastern Illinois Region



Source: Dziegielewski et al. 2005; contract report for Illinois State Water Survey

In terms of air quality, our region has room for improvement. According to U.S. Environmental Protection Agency standards, air quality in metropolitan Chicago ranked in the bottom one-fifth nationally in 2005. Among major metropolitan areas, however, the Chicago region’s air quality ranks slightly better. In 2005, air pollution was worst in metropolitan Los Angeles, while the cleanest air in our peer group could be found in New York.

U.S. peers: air quality





# Transportation System

Annually, approximately \$3 billion is invested in the region's transportation system. The majority of these resources, almost 80 percent, are used just to maintain and rehabilitate the existing system. The responsibility for maintaining, improving, and expanding the region's transportation infrastructure is shared by many entities, including the Illinois Department of Transportation, the Illinois State Toll Highway Authority, counties, municipalities, Metra, Pace and the CTA.

The transportation needs of northeastern Illinois are served by a complex network of highway and transit facilities. The region has the nation's second-largest transit system, complementing an extensive network of over 24,000 miles of interstate and arterial roadways. The CTA provides over 1.5 million trips on buses and trains each weekday. Over 150 thousand trips are taken on Metra each weekday. Pace serves 210 communities that have a total population of 5.2 million people.

Public transit in northeastern Illinois is provided or planned in a variety of forms, including commuter rail, "El" rapid transit, express bus routes, enhanced bus service (including Bus Rapid Transit and Arterial Rapid Transit options) and regular service bus routes. Each of these types of transit service is appropriate for different markets or different areas of the region. As shown in Figure X, growth in the transit network is projected by 2030, with the largest growth occurring in enhanced bus services of various types.

Figure X shows current highway lane miles and projected growth to 2030. The amount of new lane miles expected to be added to the transportation system is far lower than the projected growth in traffic. Clearly, optimizing the use of existing transportation infrastructure, as well as improving alternatives to driving alone for trips, must be major parts of the region's approach to addressing future transportation issues.

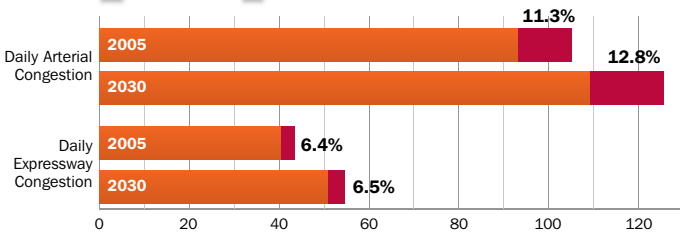
National Rank	City	Total Workers	Drove Alone	Car Pool	Public Transit	Walked	Other Means	Worked at Home	Avg Travel Time
1	New York	3332698	0.241	0.064	0.563	0.093	0.014	0.025	0.39
2	Los Angeles	1592463	0.671	0.149	0.095	0.029	0.016	0.04	0.281
3	Chicago	1252949	0.505	0.128	0.276	0.056	0.009	0.025	0.331
5	Philadelphia	587156	0.476	0.104	0.28	0.104	0.017	0.019	0.292
8	Dallas	560913	0.734	0.145	0.051	0.022	0.023	0.025	0.252

Northeastern Illinois is arguably the nation's busiest rail freight hub, with 37,500 freight cars passing through each day, or one-third of all U.S. rail freight. The Chicago region is among the top five intermodal ports in the world. With substantially increased freight traffic projected by the U.S. Department of Transportation, the region's leaders will need to carefully manage and plan for the freight system to balance economic prosperity and quality of life. Figure X shows the strategic freight plan for the region, as contained in the 2030 Regional Transportation Plan update. An important response to our freight challenges is the proposed CREATE program. It would bring the region at least \$595 million in benefits related to rail passengers, motorists, and safety, plus air quality improvements valued at \$1.1 billion. Construction-related benefits for the Chicago region would total \$2.2 billion.

Traffic Congestion, vehicle miles traveled (VMTs)

in millions of miles

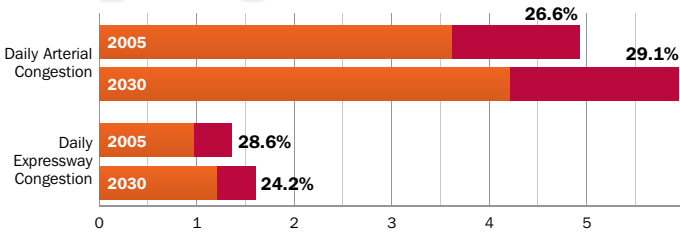
Total VMTs Congested VMTs



Traffic Congestion, vehicle hours traveled (VHTs)

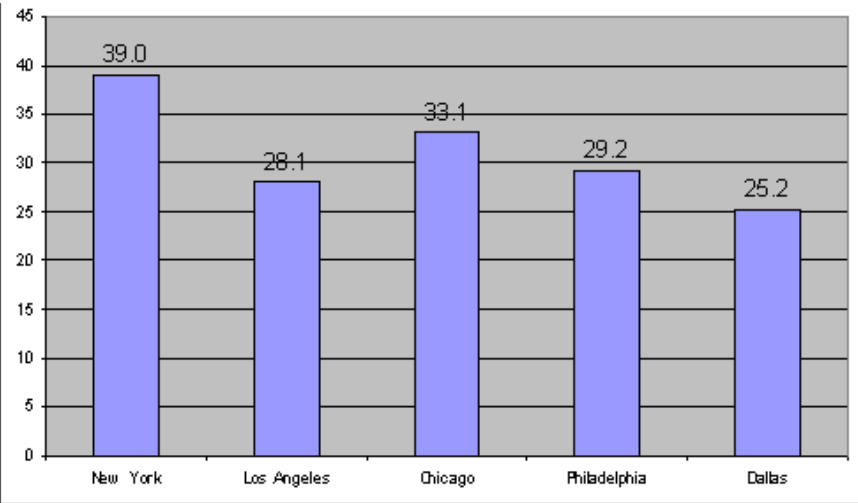
in millions of hours

Total VHTs Congested VHTs

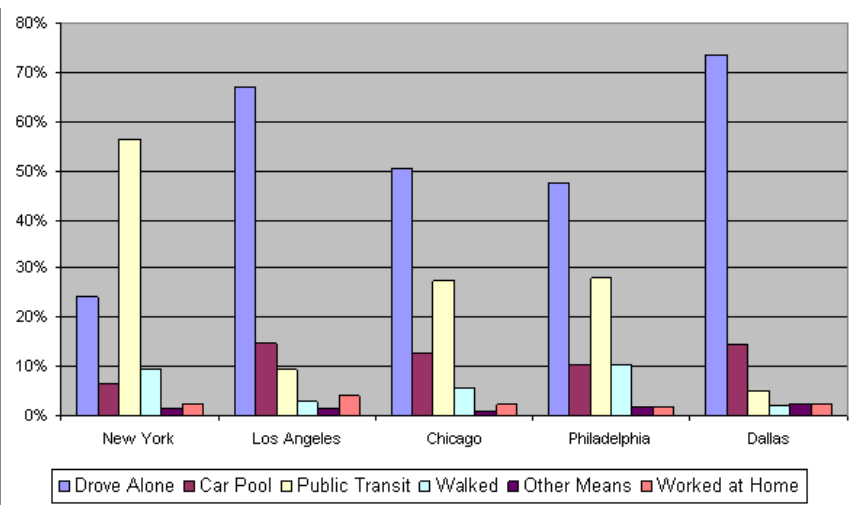


Source: Chicago Area Transportation Study 2006 Congestion Management System Status Report, 2003 Air Quality Conformity Analysis

Commute time in 2000 by city (minutes)



Means of travel to work in 2000 by city





The region faces an overall shortage of funds for transportation, but the solution is not to spend our way out of these problems. Capital projects must be selected based on regional priorities, reflecting a consensus view of which investments will best serve northeastern Illinois as a whole. We can no longer afford to select projects that do not meet the region's basic need to improve transportation and other infrastructure systems in ways that strengthen our communities.

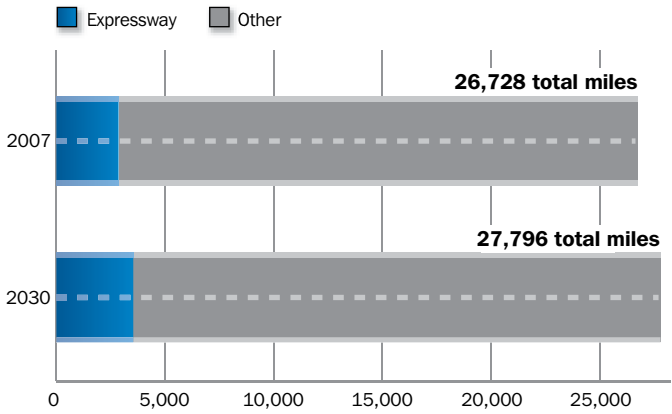
By making that case for fiscal responsibility and strategic investment, CMAP wants to help convince the public, the General Assembly and our governor that the continued economic success of the Chicago region depends on a new capital program to maintain and expand the region's road, transit and freight rail systems, while also building and maintaining water-treatment facilities, schools, open space and other necessary infrastructure. Without new infrastructure investment, the region risks losing its competitive edge.

Northeastern Illinois Commute Times

	Drove alone	Carpool	Rail	Subway / El	Bus	Total
1990	25.7	29.1	58.4	43.7	41.1	28.5
2000	29.1	32	62.5	44.3	45.9	31.6

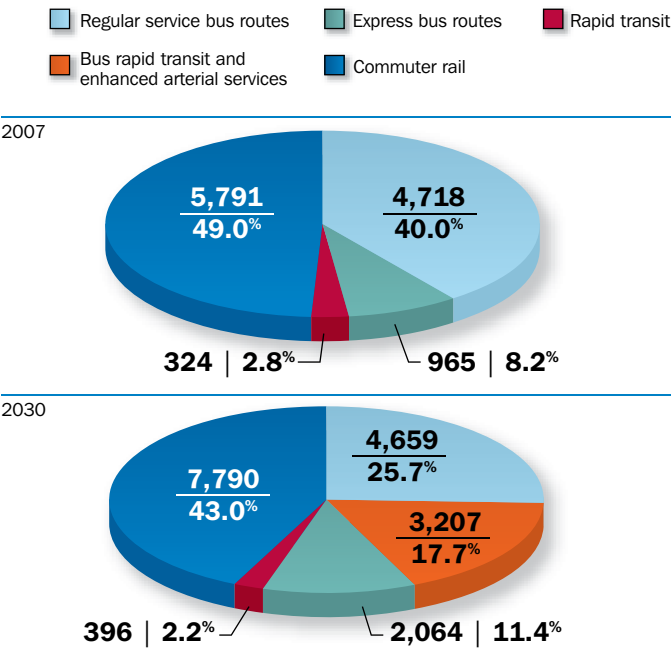
Source: Chicago Area Transportation Study, Congestion Management System for Northeastern Illinois, 2006 Status Report

Highway network, in miles



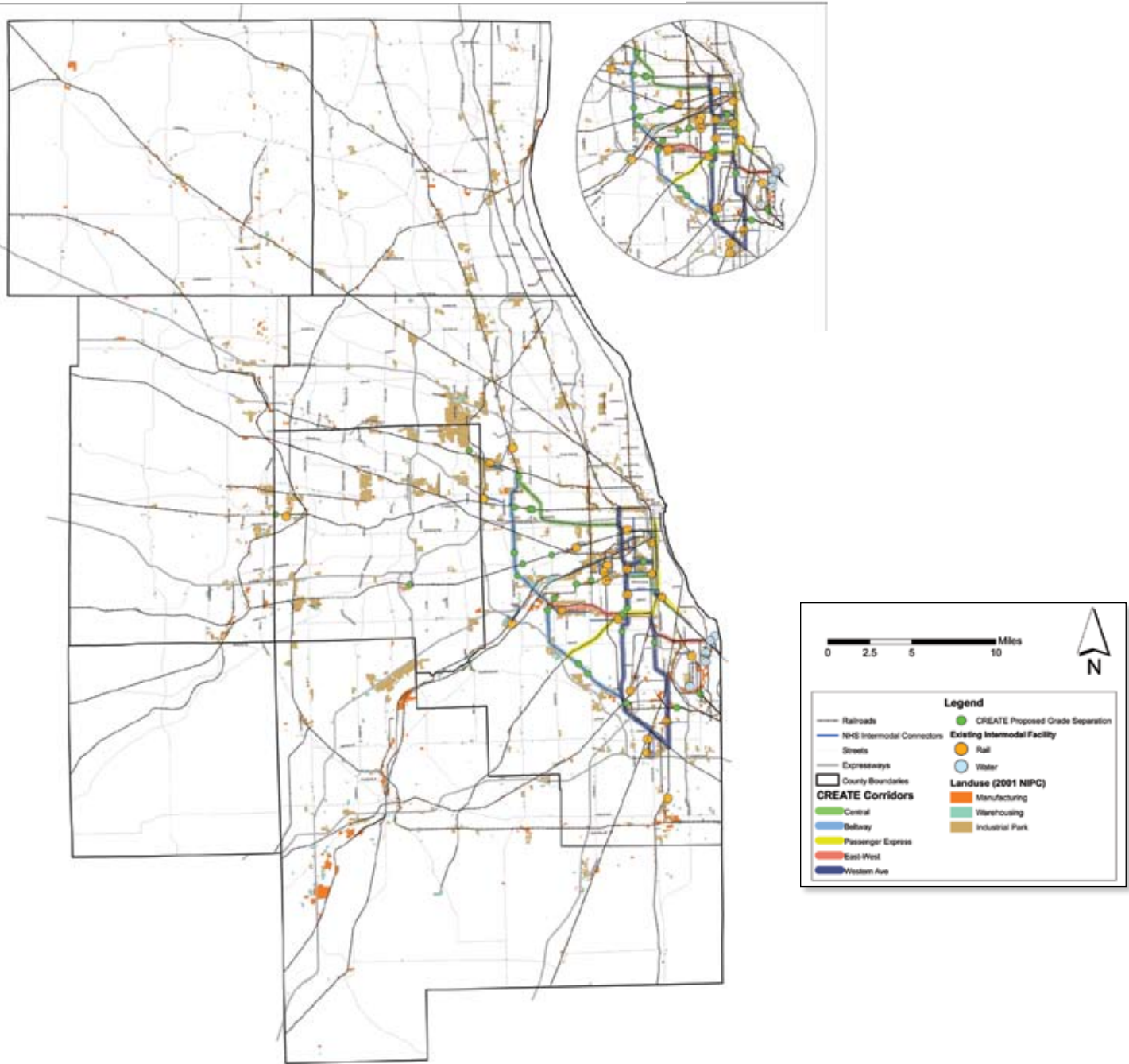
Source: CATS Transportation Conformity Study, October 2006

Transit network, in miles and percentages



Source: CATS Transportation Conformity Study, October 2006

Strategic regional freight system



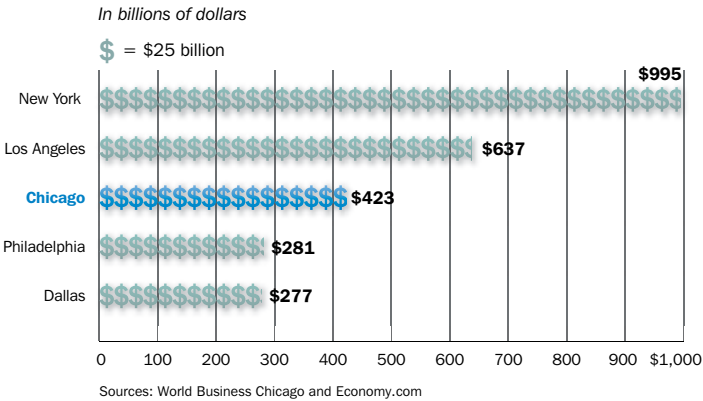
Northeastern Illinois has an internationally competitive economy, supported by diverse businesses and workers with the skills, tools, and infrastructure needed to succeed. Over the course of several decades, the region’s economy has transitioned from one dominated by manufacturing jobs to one that is more varied. As a whole, metropolitan Chicago has proven quite resilient in the midst of changes that have prompted long declines for other regions, particularly in the Midwest. But the location and distribution of jobs and business opportunities across the region is a source of concern.

Bringing the business community to the planning table is an important CMAP initiative. Like others in the region, business leaders are frustrated by traffic snarls, the lack of affordable housing and other factors that erode our economic competitiveness. Too often, those voices have not been heard in the debate over how to shape growth through land-use planning and transportation. By the same token, planners’ concerns often have been disregarded when decisions get made over how land will be developed. Neighbors may compete to attract investment in the global economy, but urban and suburban communities must act as members of the same team because their futures and fortunes are intertwined.

Some observers mistakenly regard many “traditional” planning issues as being in conflict with both the need for economic development and the long Illinois tradition of local autonomy. CMAP believes this represents a false choice. Instead, our view is that jobs and

prosperity will literally depend on our success at guiding growth in ways that preserve overall quality of life. If that sounds simple, it really is not. Getting there requires a collaborative effort in which communities – including residents, local officials, advocacy groups, business leaders, and other stakeholders – come together to focus on the long-term goals they have in common rather than on the short-term factors that might separate them.

Gross regional product of the top U.S. metropolitan areas, 2005

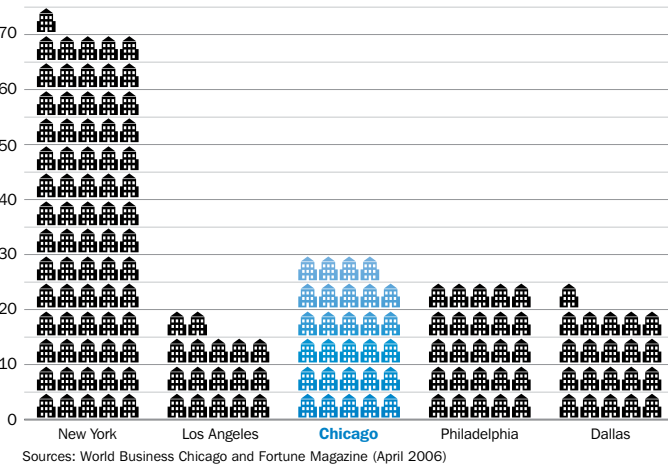


Industries that gained at least 10% more jobs

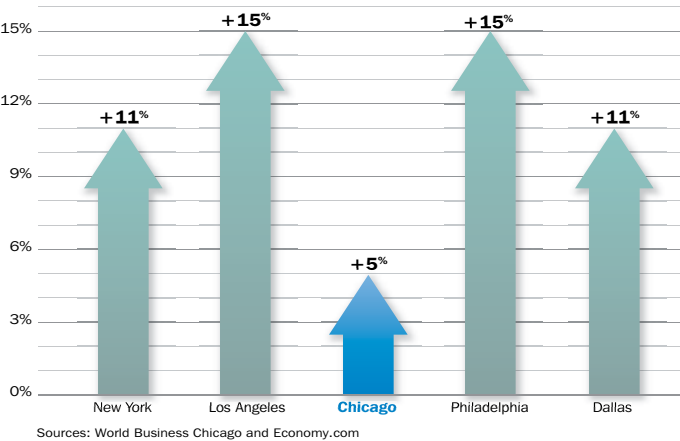
While the number of firms increased by more than 6% in the 7-County CMAP region between 2000 and 2005, the area lost almost 3% of its jobs during the period. Industries that were the biggest losers include manufacturing, high tech industries, agriculture, printing and air transportation. Gains were made most prominently in service industries. This shift from manufacturing to service jobs indicates a general increase in lower wage employment and a loss of professional and higher wage employment.

Industry Classification	No. of jobs in 2001	No. of jobs in 2005	No. of new jobs	% change
Amusements, gambling, and recreation	32,729	36,020	3,291	10%
Management of companies and enterprises	62,295	69,228	6,933	11%
Educational services	79,378	88,319	8,941	11%
Clothing and clothing accessories	39,951	44,666	4,715	12%
Ambulatory health care services	106,840	120,010	13,170	12%
Transit and ground passenger transportation	13,152	14,954	1,802	14%
Unclassified	4,760	5,469	709	15%
Internet publishing and broadcasting	898	1,033	135	15%
Petroleum and Coal Production	1,789	2,178	389	22%
Funds, trusts, and other financial vehicles	96	479	383	399%

Number of Fortune 500 headquarters in top U.S. metropolitan areas

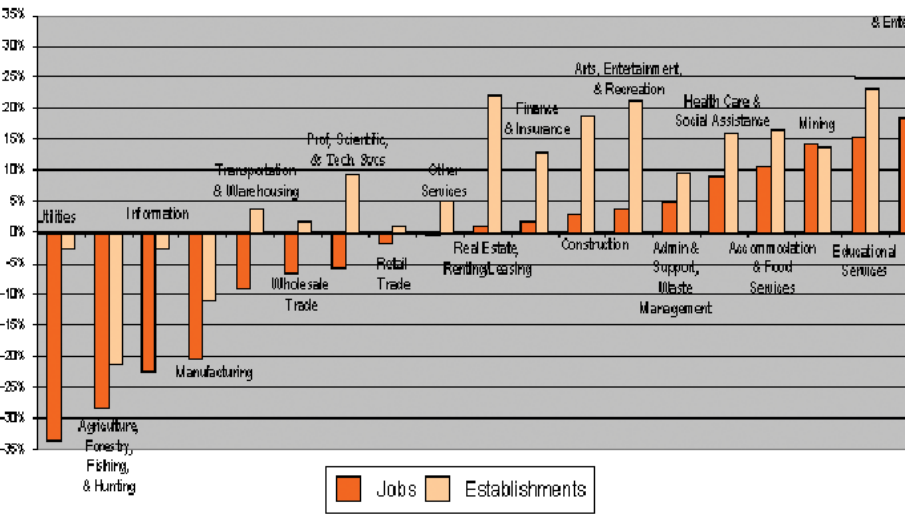


Percent growth in gross regional product, 2000-2005



Percent change in industry and employment by sector

Chicago 7-county region, 2001-2006





Housing

One such pressing issue is the balance of housing and jobs. Without increased opportunities for individuals to live near work, commute times will continue to grow. Many individuals in the region commute long distances to their jobs because they cannot afford to live near where they work. In 1970, only 13 percent of the region's residents lived and worked in different counties. By 2000, this had increased to more than one out of every four for a total of over 1 million inter-county commuters.

The availability and cost of housing is an important factor. New data from the U.S. Census Bureau confirm that housing costs continue to increase as a percentage of income for most residents of the metropolitan Chicago region. Renters in the region spend a higher percentage of their income on housing than homeowners do, but the rate for homeowners is increasing faster than it is for renters.

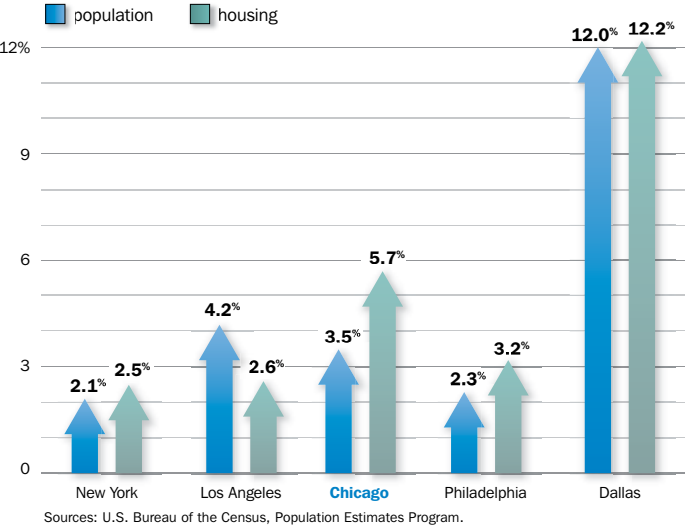
In 2005, an average of 42.5 percent of DuPage County renters spent more than 30 percent of their income on housing -- the region's lowest renters' total -- compared to a high of 49.4 percent of renters in Cook County. By comparison, an average of 34 percent of DuPage homeowners and 37.9 percent of Cook homeowners spent more than 30 percent of their income on housing in 2005. A similar pattern exists in other counties, where a consistently higher percentage of renters versus homeowners pay more than 30 percent of income for housing in Kane (46.6 percent for renters vs. 36.3 percent for homeowners), Lake (45.9 percent vs. 37.2 percent), McHenry (44.9 percent vs. 32.8 percent), and Will (48.8 percent vs. 34.8 percent).

To minimize long commutes, affordable housing options need to be available near jobs, and economic development needs to occur in areas where potential workers already live. Numerous communities with high job growth have relatively little low- and moderate-income housing; other communities with enough housing attract few new jobs. Long commutes by car add to roadway congestion and personal fatigue. Using public transportation is often difficult because it requires too many connections. Indeed, in some areas public transportation is unavailable and not likely to develop because the population density is too low to support the cost of providing bus or rail service.

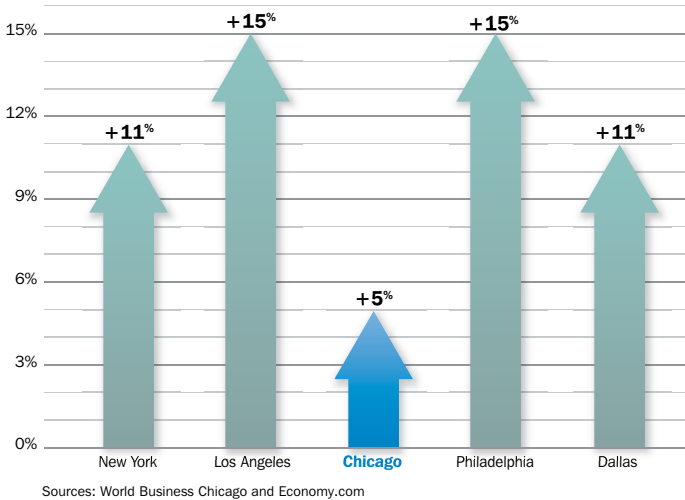
Population and housing growth, 2000-2005

in percent change

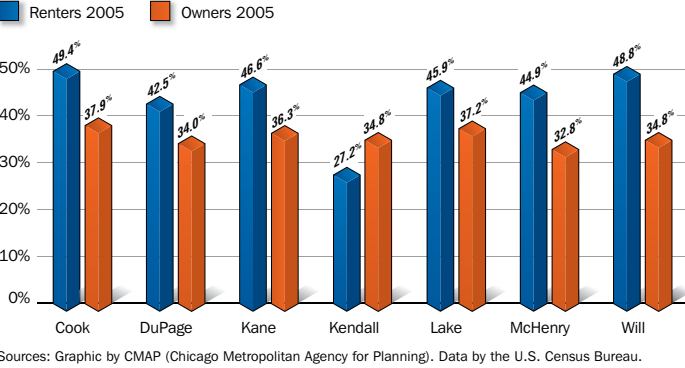
Between 2000 and 2005, growth in the number of housing units ranked in the top half of the country, ahead of all four peer regions.



Percent growth in gross regional product, 2000-2005

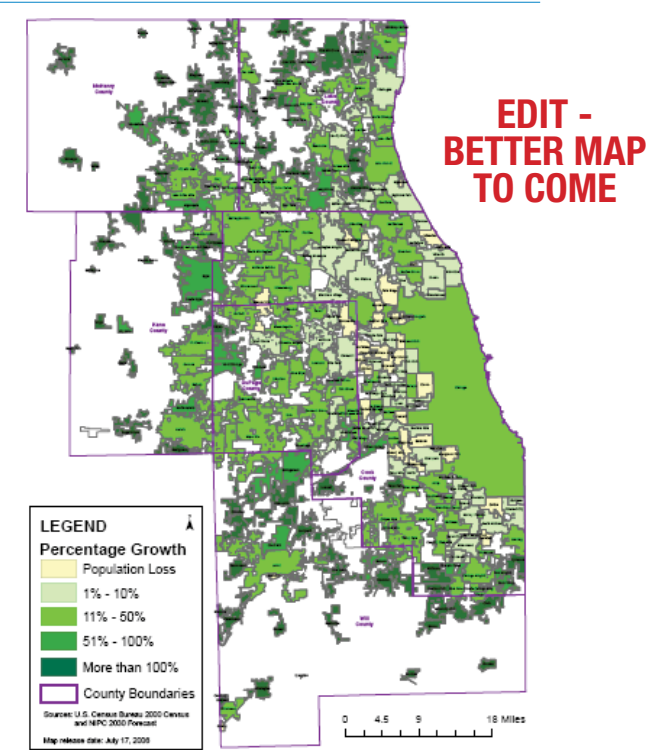


Percent of population paying at least 30% of their monthly income on housing costs, by county



Lorem ipsum dolor sit amet, consectetur adipiscing elit, sed diam nonummy nibh euismod tincidunt ut laoreet dolore magna aliquam erat volutpat. Ut wisi enim ad minim veniam, quis nostrud exerci tation ullamcorper suscipit lobortis nisl ut aliquip ex ea commodo consequat.

Duis autem vel eum iriure dolor in hendrerit in vulputate velit esse molestie consequat, vel illum dolore eu feugiat nulla facilisis at vero eros et accumsan et iusto odio dignissim qui blandit praesent luptatum zzril delenit augue dui dolore te feugait nulla facilisi. Nam liber tempor cum soluta nobis eleifend option congue nihil imperdiet doming id quod mazim placerat facer possim assum. Typi non habent claritatem insitam; est usus legentis in iis qui facit eorum claritatem. Investigationes demonstraverunt lectores legere me lius quod ii legunt saepius. Claritas est etiam processus dynamicus, qui sequitur mutationem consuetudium lectorum. Mirum est notare quam littera gothica, quam nunc putamus parum claram, anteposuerit litterarum formas humanitatis per seacula quarta decima et quinta decima. Eodem modo typi, qui nunc nobis videntur parum clari, fiant sollemnes in futurum.



### Acknowledgements

Lorem ipsum dolor sit amet, consectetur adipiscing elit, sed diam nonummy nibh euismod tincidunt ut laoreet dolore magna aliquam erat volutpat. Ut wisi enim ad minim veniam, quis nostrud exerci tation ullamcorper suscipit lobortis nisl ut aliquip ex ea commodo consequat.

Duis autem vel eum iriure dolor in hendrerit in vulputate velit esse molestie consequat, vel illum dolore eu feugiat nulla facilisis at vero eros et accumsan et iusto odio dignissim qui blandit praesent luptatum zzril delenit augue dui dolore te feugait nulla facilisi. Nam liber tempor cum soluta nobis eleifend option congue nihil imperdiet doming id quod mazim placerat facer possim assum.

Typi non habent claritatem insitam; est usus legentis in iis qui facit eorum claritatem. Investigationes demonstraverunt lectores legere me lius quod ii legunt saepius. Claritas est etiam processus dynamicus, qui sequitur mutationem consuetudium lectorum. Mirum est notare quam littera gothica, quam nunc putamus parum claram, anteposuerit litterarum formas humanitatis per seacula quarta decima et quinta decima.

Eodem modo typi, qui nunc nobis videntur parum clari, fiant sollemnes in futurum.



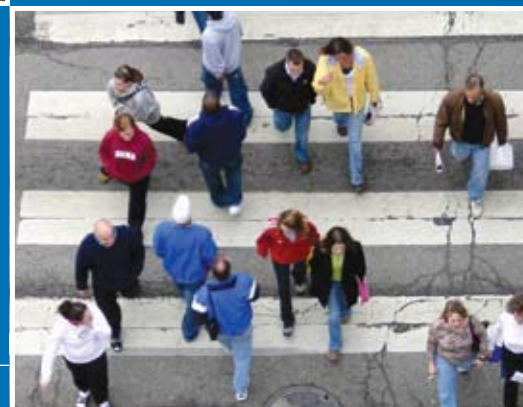
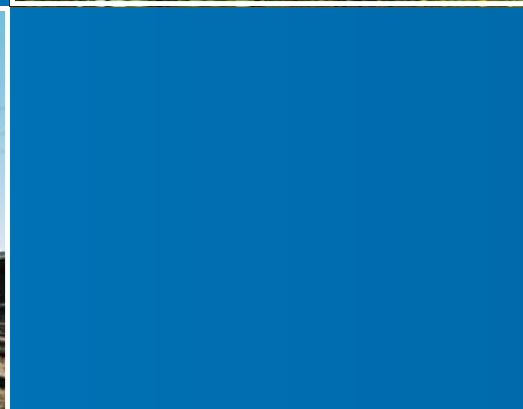




# Chicago Metropolitan Agency for Planning

233 S. Wacker Drive, Suite 800  
Chicago, IL 60606

[www.chicagoareapanning.org](http://www.chicagoareapanning.org)



To integrate planning for transportation and land use, the Chicago Metropolitan Agency for Planning (CMAP) has been created by merging the staffs of the Chicago Area Transportation Study (CATS) and the Northeastern Illinois Planning Commission (NIPC). CMAP serves the counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, & Will.